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MILITARY AND NAVAL FORCES REGULATION BILL.

THE Legislative Assembly, by a majority of 23 to 8, have agreed to the second reading of a "Bill to provide for the Regulation and Discipline of the Military and Naval Forces of the Government in New South Wales." The bill introduced by the Government on the 21st ultimo. The objects of the bill are to empower the Governor, with the advice of the Executive Council, to engage persons to serve in the Military and Naval Forces of New South Wales; the force are to be subject to the provisions of the Imperial Mutiny Act, in

(or less than 2d.) per mile, with the privilege of returning within one week at half cost	0 17 3	..	7 0
—Rydal to Bathurst by coach, 30 miles, at 6d. per mile, with the privilege of walking about one-sixth of the distance	0 16 5	..	6 0
Total cost	\$1 12 8	..	13 0

In concluding these remarks for the present, it has been clearly shown that railways under proper management can be made to pay, and also serve the purpose of opening up country, and thus render land now of little value in sequence of the want of proper communication nearly

German and Americans, maintaining a small number of soldiers and sailors, and rapidly increasing the number of missionaries and teachers, and already number upwards of 100,000, while the native population is variously estimated from one hundred to one hundred and fifty thousand." Secondly, "That the political condition and prospects of these islands are at present exceedingly unsatisfactory, and a source of much anxiety to the well-wishers and promoters of Christian civilisation in the Pacific Ocean, there being no provision for the administration of justice either among the native population or between them and the native chiefs, and that Her Majesty's Government have positively declined to undertake the administration of justice for the islands, notwithstanding the earnest desire of their principal inhabitants, and consequently they are liable at any moment, especially in the event of any disturbance, to become a source of serious trouble to the Government of the United Kingdom."

Friday, May 4th—"I went myself, with a party of the North Shore, and made an excursion a few miles into the country. We found this place without any vegetation, resembling our moors in England. The surface of the ground, however, was covered with a brush of plants, about as high as the knee."

Saturday, May 5th—"The great quantity of which Mr. Banks and Dr. Solander collected induced give it the name of Botany Bay. It is situated in the tude of 34° S, longitude, 208°37' W. It is capacious and convenient, and may be known by the land

The whole of the country that I travelled over the outward and return journey, after leaving the River, is certainly the most miserable I have ever seen. The water is very fine in many places country crossed is principally flooded cracked plains, and ridges, and innumerable hills, the barren sand hills, hardly any grass being visible. I may here mention that the whole time I was in the country William Wright an efficient man, and the first trooper I had with me behaved during the whole of the journey.

an incline of 1 in 3. It will be necessary to dig depths ranging from about 15 to 22 feet in the rock, on which the embankment will be built. The chief part of the materials used for the embankment will be taken from the sand and gravel side; and the removal of these materials will afford to this canal a head along its whole length of five to six feet. It is proposed to excavate a small reservoir in the bottom of the valley between the two hills, extending far enough to reach the mouth of the tunnel. It will be built near the site of the present one, and will be used to store the water as the rock is cut, and will be used to take the place of the swamp and works which they are to be removed.

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THE CALIFORNIA MAIL SERVICE.

This policy of subsidizing a mail service between Australia and San Francisco will shortly come before the Legislature, for we presume that if the Ministry properly enough declines to enter into any contract without the leave of the Assembly, it will also seek the opinion of the representatives of the people before dismissing the offer that is now before it. About the expediency of subsidizing a mail service once a month there has never been much difference of opinion. There are some persons who do not care much about the outer world who would rather have the money spent on roads and bridges, and there are some speculative merchants who dislike quick and regular communication as tending to break up the little monopolies they could otherwise nourish. But the great majority of the community acquiesce contentedly in the cost of a monthly mail service, not liking to be so much out of the world as these colonies were before the establishment of a regular mail, and regarding it partly as a matter of political importance, and partly as a very great luxury, to have regular and quick communication with the great centres of the world's activity.

When it is proposed to duplicate the service and merely make quick communication more frequent, the question of cost is more closely scanned. There has been for some time a standing offer from the P. and O. Co. to establish a fortnightly mail by way of Suez, for an additional subsidy of £60,000, yet somehow the colonies have never warmed towards the proposal. New South Wales contributed for some time £55,000 a year towards the Panama service, and it must be admitted that, except so far as it was recouped by the expenditure in its port, it did not receive a *quid pro quo*. For postal purposes, the fact is a failure, notwithstanding that the vessels were first-class, and performed unequalled feats of steaming long distances. The fact is that we were drawn into this contract by the energy and urgency of our New Zealand brethren, who took the initiative, and who compelled the adoption of the Wellington route. We may say the same of the first attempts at opening up the San Francisco route, for the project might have slumbered till this day but for the activity of the New Zealand Government; and we owe it to their zeal that any experiments at all have been made on this line, and that the materials are before us for determining its future possibilities. The credit of engineering the trans-Pacific service certainly belongs to the island colony. Neither Englishmen nor Americans, nor Australians of the mainland, have done so much as the New Zealanders to open out this route, and of the credit which is theirs in this respect they are not to be robbed.

But whether or not Wellington was on the shortest line of road from Sydney to Panama, it is clear that Auckland is not on the shortest line from Sydney to San Francisco. If the Assembly were asked to continue to subsidize the service as lately reformed, it is probable that there would be scarcely a vote in its favour, for with that deviation it is not possible to give a postal delivery in Australia of equal value with that by the Suez route. But the experience now obtained goes to demonstrate, as far as it is possible in the absence of direct experiment, that by the Fiji line mails can be delivered between London and Sydney in forty-five days, and that the steamers now employed and a four-weekly service is offered for the sum of £45,000 a year. By this route the New Zealand and Queensland mails would be dealt with by lines converging at Fiji, and in this way three colonies would get their news almost contemporaneously—a circumstance that will go far to remove all jealousy as to priority of accommodation. This is an advantage which past experience indicates as one of considerable importance, seeing that on this point there has been a constant and inextinguishable jealousy.

A further advantage attaching to this route is that it completes the girdle of steam communication round the world, and places us, through San Francisco, in connection with the ports of the North and South Pacific, from Japan to Valparaiso. In case of a European war the Pacific would be less liable to disturbance than the Mediterranean.

The advantages of the service being admitted there remains the question of cost. Are those advantages worth purchasing at the price named? It is not much to the purpose to recall the fact that the Panama service cost £55,000 a year, because it is admitted that that is an example to be shunned rather than to be imitated. But the sum now asked is one that will be distributed among several colonies. England does not contribute to the subsidy; it will account for any surplus profit from postage; and though these have not yet amounted to much, the gross sum will increase as soon as the new route has proved its possibilities, and commended itself to the letter-writing public. The greater proportion of the letters now sent to England every month go by way of Southampton; and as a rule they are about sixty days in transit. If by the new route letters can be sent for sixpence in forty-five days, as a matter of course it will get the preference; for though the writers seem to think that the postage or fourpence piece of more importance than the week's delay, still they will naturally prefer the quicker route, when the charge is no greater. The effect will be that a large proportion of correspondence that now goes to England via Southampton will then take the American route, and the receipts from postage across the Pacific will be very different from what they have hitherto been. Great Britain, even if it will not condescend to assist the enterprise of its colonies, does not desire to make a gratuitous gain out of them. At present the mother country and the colonies each retain the postage they can collect. This is done to simplify accounts, and on the supposition that as many letters are written from one end of the world as from the other. The gains are shared at either end because the expenses are shared. But where the expenses of the contract are wholly or mainly incurred at the Antipodes, England has no equitable claim to any profit on the postage, and, as would appear from previous negotiations, would enforce them. There would only be deducted the actual expenses incurred by the British Post Office. The established charge for inland collection and delivery in the United Kingdom is one penny, which yields a profit; and this profit accrues after collecting in detail and delivering in detail, while the cost of collecting or delivering in bulk is less. The transit cost across the North Atlantic under present arrangements is one penny, and the rate across the Continent is, according to treaty, three farthings, as closed English mails are taken at half the American

inland rate, which is three cents. There is some probability that, for the sake of encouraging the American route, the Government at Washington will forego or diminish this charge. Deducting, however, twopence three farthings from every sixpenny letter, there will be a balance of threepence farthing to the colonial account; and this threepence farthing will go towards payment for the Pacific subsidy.

It is said that the New Zealand Government have made a contract with Mr. Wain, but this is doubtful, seeing that some of Mr. Wain's steamers are on the New York side of the isthmus, and are not immediately available. Moreover, Mr. Wain's steamers, running at a much greater expense than the Australian boats, will require a proportionate subsidy. It is true that the American vessels—though their fitness to encounter the heavy weather of these southern seas is somewhat doubted—are in the magnificence of their passenger accommodation far superior to our boats. But in the first place these latter may be considerably improved, and the company is prepared to make the improvement; and in the second place we cannot afford to pay for the luxury of passengers. We should simply pay for the delivery of mails, and in respect of speed the Australian boats are quite equal to their more towering American rivals.

THE FIJI ISLANDS.

We hope the meeting of Thursday, called to awaken the British Government to the value of the Fiji, will be successful. The readers of the *Herald* are aware that for many years we have directed attention to this subject. Some will remember the meeting held in this office, long before the issue of the Royal Commission appointed to inquire into the expediency of colonization, and the consequent motion made by Mr. M'ARTHUR, now of London, and adopted by the Legislative Assembly, recommending this measure. The report of Colonel SMYTH, the Commissioner appointed to make inquiries, who was accompanied by a Hanoverian physician, was not favourable to the attempt. The result has been the long postponement of the subject, and the accumulation of difficulties which were then apparent, but which have now grown almost insurmountable. The object of those who moved in behalf of colonization at that period was to obtain the establishment of a separate Government for the Fiji, to be conducted under the control of the Colonial Office, and by agents appointed in the first instance by the British Government.

We still believe this would be far the best plan. The intermeddling of any of the colonies of this hemisphere would not only involve us in social difficulties but probably in legislation foreign to our habits and interests. All we want is that the colony of Fiji should enjoy the benefits of government, and that the power directing its early movements should be strong enough to prevent all kinds of excess, whether in the employment of native labour, or in daily relations with other islands. It will be wiser to always exercise with great risk of being controlled. Whatever we do, therefore, as a colony, let us beware of entangling our interests with those of Fiji, excepting as customers, and keep clear, as far as possible, of all those vexed questions which must arise in the course of years in relation to these islands. The words of a commission to a former Governor, by which power was supposed to be conferred, are, without further legislation, of very little use. The subsequent Acts of Parliament have not explained the intentions of the British Government with respect to the limits of colonial authority, and to depend upon phrases, probably used in a random way, would be dangerous.

The repugnance of England to assume the government of the Fiji can be well understood. It will involve the duty of protection, and consequently of submission. The controlling of colonies, particularly those originated and maintained like Fiji, is not an easy task for a Government at a distance. Although the good and evil of possessing explained ought to be accepted by a nation that plants them, they have been mixed up with questions which have awakened sympathies of a conflicting nature. At Fiji missions have been long established. A vast number of natives are nominal Christians, or under Missionary influences. The early relations of the Missionaries and the whites have been upon the whole friendly; but the employers of labour have an instinctive repugnance to all men not having the same interests. And the transition is very rapid from the praise of a civilisation accomplished by the Missionaries to a reviling of their character and objects.

The English nation know only one part, namely, the aggression upon the native inhabitants, and the cruelties often inflicted by wicked men. It is this, besides the dislike of extending the colonial empire, that has produced the repugnance in a large and influential section of the people to witness in the conduct of English civilisation, for hard as it is to say it, the worst of all oppressors go out from the United Kingdom.

Those who advocate the setting up of the British flag in the Fiji have not very much promoted their cause by going round the world and offering their allegiance to any country that would take it. They first threaten England with America, and since that Prussian occupation, France would probably have had a similar tender, had fortune favoured her. Germany is perhaps the most likely of colonies in the southern seas. The German race have a strong tendency to escape the military duties and fiscal burdens before them. To be under the Government of Germany is not perhaps so pleasant, even to the Germans, themselves.

If all appeals fail, the English administration of Fiji will be compelled to have recourse to some bond of agreement involving often illegality, and leading to measures of a very doubtful character. Government, however, is one of the essentials of existence. It is impossible for a people to continue without it. It is a natural right and antecedent to all other in the relations of men. If the white inhabitants of Fiji are

in circumstances which preclude the Government of their native country from interfering, they must do the best they can for themselves. Probably they might, by regulations, avoid much inconvenience resulting from the absence of legal authority; but all events, they ought to urge upon the Government of England a revival of the law with respect to the subject, and obtain a release from a subjective liability, and obtain a release from a subjective liability. Probably, to urge this measure would cause serious consideration, and induce the British Government to alter their decision, and to assume and perform the duties of sovereignty. But nothing can be more fatal to this colony than to undertake control of a distant island which would be soon perhaps involved in questions which it could not resolve, and would find that it required the possession of a force it could not maintain.

(Sydney Morning Herald, April 15.)

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

AIRY—March 24, at Vaucluse, Hobart Town, the wife of George Airy, Esq., of a daughter, still-born.

ALLEN—April 1, at her residence, Fernbank, Ashford, the wife of the late John Allen, M.B.E.C.E., of a daughter.

ALEXANDER—March 21, at High Knoll, Goulburn, the wife of Mr. Alexander, of a daughter.

ALLAN—April 11, at 43, Alfred-street, the wife of Mr. Allan, of a daughter.

ANTHONY—April 12, at her residence, Ashford, the wife of Mr. Anthony, of a daughter.

ASHLEY—April 1, at her residence, Goulburn, the wife of Mr. Ashley, of a daughter.

BAILEY—March 21, at her residence, 50, George-street, Sydney, the wife of Mr. Bailey, of a daughter.

BALDWIN—April 1, at her residence, Balmoral, the wife of Mr. W. Baldwin, of a daughter.

BARRY—April 6, at Point Piper Road, the wife of the Rev. J. Barry, of a daughter.

BECKEY—April 3, at her residence, 109, Elizabeth-street, the wife of Mr. Beckey, of a daughter.

BEHNE—April 9, at 49, Clarence-street, the wife of Mr. Behne, of a daughter.

BENTLEY—March 21, at her residence, 422, Crown-street, Sydney, the wife of Mr. Bentley, of a daughter.

BIRCH—April 1, at her residence, 2, Treadwell-street, Mrs. James Birch, of a daughter.

BIRCH—March 20, at her residence, 10, George-street, Sydney, the wife of Mr. Birch, of a daughter.

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which there were in operation 389, as is shown by the following table, viz.:

Number in operation at close of 1869 ..	336
Number closed & otherwise disposed of in 1870 ..	11
New schools opened in 1870 ..	335
Total ..	660

Four of the new Public schools—Adelphi, Cross-street, Berrigalla, and Ironbarks—had previously been in operation as Provisional schools, but had not largely increased as regards the number of pupils as to warrant the change in their designation and management. One Mooroolbuck—was removed from Marulan.

The annexed schedule discloses the fact that thirty-three applications for the establishment of Public schools were received during the year, of which twenty-three were agreed to, and the remainder declined or postponed for further inquiry. These applications were intended to provide the means of education for 1514 children, whose attendance was promised, and they were signed by 524 parents, whose religious denominations were—

Church of England ..	247
Roman Catholic ..	162
Presbyterian ..	65
Wesleyan ..	41
Others ..	9
Total ..	524

At the close of 1869, there were 146 Provisional schools in operation; 22 of these were established as Public or Half-time schools, or closed altogether, and 49 new ones were opened. There consequently remained in operation, at the end of 1870, 164 schools of this class, attended by 4382 pupils.

During the year, 78 applications for aid to new Provisional schools were received, which were thus disposed of—

Agreed to ..	40
Deferred for various reasons ..	34
Deferred for further inquiry ..	4
Total ..	78

These schools continue to be sought for by parents of all denominations, as may be seen from the subjoined table, showing the number of parents of each denomination that guaranteed the attendance of children—

Church of England ..	320
Roman Catholic ..	220
Presbyterian ..	67
Wesleyan ..	67
Others ..	9
Total ..	693

The rapid increase in the number of Provisional schools, and the experience now gained as to their precise sphere of usefulness and the kind of management by which they can be rendered most efficient, have suggested to the Council the desirability of framing regulations specially applicable to schools of this class. The necessity for such regulations was contemplated by section 13 of the Public Schools Act; but as the institution of Provisional schools was an experiment, the Council deemed it prudent to defer the publication of regulations until sufficient information had been gathered from actual experience.

The number of Half-time schools in operation in 1870 was 82, being an increase of 21 upon the previous year.

In operation in 1869 ..	61
Closed ..	14
Opened ..	26
Total ..	82

Thirty-two applications for the establishment of schools of this class were received, of which twenty-four were agreed to. The religious denominations of the 181 parents who signed these applications and undertook to send 583 children to the proposed schools, are as hereunder stated—

Church of England ..	67
Roman Catholic ..	47
Presbyterian ..	24
Wesleyan ..	15
Others ..	13
Total ..	181

These schools supply the means of education in districts too thinly populated for even Provisional schools, and they appear to maintain the character for efficiency by which they have hitherto been distinguished.

Among those rated as indifferent or bad are included a large number of Provisional schools, some Public schools newly established, schools situated in remote localities rarely visited by an inspector, and schools taught by unclassified and unsuccessful teachers. These estimates, when viewed in connection with the unpropitious character of the seasons and the system of inspection without notice, will compare favourably with those of previous years.

It has been the custom of the inspectors, from the outset, to judge of the efficiency of schools by the highest standard, and to value the teacher's work not merely as it affected the acquisition of knowledge by the pupils, but also as it influenced the intellectual and moral character of the pupils. Had they been content with the former, the reports would have been generally of a much more favourable description, but from their point of view many advantages are situated in the past year has been a most trying one to inspectors, teachers, and scholars, and had some amount of retrogression been reported, the Council would not have been unprepared to admit that it was in most cases excusable. It is satisfactory to find, however, the efficiency of the schools has in general been maintained.

VII.—INSPECTION.
Early in the year, the Inspector of the Albury district, Mr. Colvill, was promoted to the position of place was filled by the promotion of Mr. Flannery, the assistant inspector of the Sydney district; and the Council appointed Mr. John D. Bradley, the training master at the Sydney Normal School, to the vacant position. On this account, and other changes occurring in the arrangements for inspection throughout the year.

The number of schools or departments to be inspected was 222—considerably more than in any previous year. Some of these schools are situated in very distant localities, such as Wentworth, Balranald, Meningie, and Wallgett. To reach such places from the inspector's head quarters, long journeys, involving a great expenditure of time and money, were necessary. With so large an amount of work to be effected, an augmented staff of inspectors is urgently required. No addition to the number has been made since 1867, although the Council have been aware of the necessity of those of the former year by 200. In some districts it would not be practicable, even under the most favourable circumstances, for the inspectors to examine all the schools within the year. The numerous advantages arising from this state of things are numerous and important; but two are especially serious. First, existing schools are visited far less frequently than is desirable, and even essential for their well-being; and some are not inspected at all; and, secondly, long delays occur in reporting upon applications for new schools, which consequently cannot be established with such promptitude as the Council would wish. The public suffers on each of these grounds, as the education provided is more imperfect in quality, and less in quantity, than could under other circumstances have been obtained.

The mode of conducting the inspection hitherto adopted has proved so effectual as to render any important change unnecessary. The Council, however, at the request of some of the inspectors, sanctioned a departure from their usual mode of proceeding. Generally, notice of the inspector's visit is given to the local Board prior to the date of examination, and an opportunity is thus afforded of rectifying any defect or negligence in the management before it could come under the scrutiny of the Council's officers. The inspectors, therefore, complained that they rarely saw a school in its usual condition, but only as it was prepared for the inspection. On this ground, the Council gave permission to withhold the notice of inspection in such cases as the inspectors deemed expedient. The result was, that many faults of management were discovered at the ordinary course, might have been concealed for years.

Owing to the continuous wet weather, and the repeated floods that occurred during 1870, the work of inspection was carried on under circumstances of unusual difficulty. On this account, chiefly, it happens that the number of schools inspected bears a somewhat smaller proportion to the whole than in the previous year. This is shown in the following table—

District ..	Number of schools or departments ..	Number inspected ..
Albury ..	37	37
Balranald ..	88	75
Bathurst ..	108	94

Camden ..	117	83	64
Cumbarbundah ..	83	68	15
Goulburn ..	104	77	77
Marulan ..	86	78	8
Newcastle ..	86	86	4
Sydney ..	96	86	4
Total ..	502	671	231

VIII.—CONDITION OF SCHOOLS INSPECTED.

On collating the inspectors' Reports appended hereto, it is seen that, as regards the material appliances for education, the average condition is fair. There are doubtless many schools of different kinds that fall short of this standard, while others rise above it; but constant endeavours are made to effect improvement. New school buildings were erected or completed during 1870 at twenty-eight places, the more important of which were Armidale, Bundarra, Berrigalla, Combarbundah, Hill, Hunter's Hill, Waddington, Ryellstone, Shillabour, Wyndham, Wentworth, and Windsor, and substantial improvements were made in more than thirty others, besides minor repairs and additions in numerous instances. Furniture of the most improved description has been supplied to several schools. As in former years, great difficulty has been experienced in forwarding supplies of books and apparatus to distant localities; and, owing to delay on this account, two schools, one at Berrigalla, and another at Bundarra, could not be opened in 1870, although the teachers had been appointed two months prior to the close of the year. In general, the teachers are found to be careful of the school materials placed in their charge, though the inspector of the Bathurst district reports some amount of carelessness in this respect. He remarks:—"In nearly every school, an entry showing that school materials is adequate to the requirements of each school. There is, however, a remarkable contrast between the quantities used in some schools and in others. In the latter, it is not that the school teachers have culpably neglected their duty, and have permitted undue waste of materials. One teacher, whose attention was called to the large number of pencils in his school, secured the services of a clerk or two of these for each pupil in twelve months should be considered waste. Many appear to think that they are entitled to, and can demand, fresh supplies every year, so long as the sum of 2s. per head for each child in average attendance is not exceeded, and are therefore careless about their stock. In a requisition lately received from a school, with one teacher, the entry showed that 36 dozen pencils were supplied in May, 1870, and not (February 1871) a gross is applied for, and it is stated that there are none in the school. Probably he too was surprised when he added up the cost of the subject. Teachers would do well to remember that such things are noted, and affect the judgment formed of their care and vigilance. I am of opinion that when a school is so well supplied, a much smaller sum annually than 2s. should cover the cost of supply. In confirmation of this opinion, a statement made by the inspector of the Goulburn district may be cited to the effect that, in the schools under his supervision, the cost per head for the school materials amounted to 6d. in 1870. All the inspectors report that the supply of books and apparatus is reasonably sufficient."

The nature of the weather during 1870, and the obstacles to school attendance presented by impassable roads and flooded watercourses, are sufficient to account for diminished regularity; but in the other reported to be generally observed. The order of conduct in the exercise of corporal punishment is almost unknown. Neatness of attire and cleanliness of person are still the chief vices of the pupils.

As regards efficiency in management, including all the particulars for which the inspectors are responsible, the following table exhibits the general estimate of the character of schools—

No. of Schools ..	Degree of Efficiency ..
92 ..	Good ..
227 ..	Fair ..
142 ..	Indifferent ..
101 ..	Bad ..
Total ..	671

VIII.—TRAINING.
The training school, continuously in operation throughout the year. Although the number of applicants has not been so large as in previous years, they have, on the whole, proved superior both in character and ability, and have accordingly been able to meet the requirements of a standard which has gradually been raised during the past four years. One hundred and fourteen persons applied for admission to the training school, and of these forty-four were held to be disqualified on the ground of physical infirmity, or of character, or insufficient knowledge. Nine withdrew from the training school after a brief trial of course of training.

The candidates trained, with the exception of five, were deemed eligible for classification at the termination of the course. The following Table exhibits the grades of classification given by the candidates—

that they are entitled to, and can demand, fresh supplies every year, so long as the sum of 2s. per head for each child in average attendance is not exceeded, and are therefore careless about their stock. In a requisition lately received from a school, with one teacher, there is an entry showing that six dozen

PUBLIC COMPANIES.

THE AUSTRALIAN JOINT STOCK BANK.

Incorporated by Act of Council, 1863.
Paid-up Capital, £484,000, with power to increase to £1,000,000.

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COMMERCIAL BANKING COMPANY OF SYDNEY.

Incorporated by Act of Council, 1848.
Capital, £400,000.
Reserve Fund, £120,000.

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BRANCHES IN THE ANTARCTIC OCEAN:
Messrs. M'Carthy, Son, and Bonnaville.

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BRANCHES IN THE PERSIAN GULF:
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BRANCHES IN THE SOUTHERN OCEAN:
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NORWICH UNION FIRE OFFICE, established 1821.

Paid-up Capital, £500,000. Lowest rates.
Losses promptly settled in Sydney, 181, Castlereagh-street.
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PUBLIC NOTICES.

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GRAND RAM SHOW OF ENTIRE HORSES, AND PLOUGHING MATCH.

To be held some time during the last week in August, 1871.

Amongst others, the following prizes will be given:—

Best Ploughing Match, £100.
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1 A SHEFIELD HOUSE, facing Station. 7 rooms, b. & l.

A SHEFIELD HOUSE, 10000, 10000, 7 rooms, balcony, kitchen, garden, and bath; rent, \$100 per month.

D ARLINGHURST, near Vicarage, Victoria-road, 2 LET, a 3-roomed HOUSE. Mr. Gray, French-st.

D ELIGHTFUL Cottage RESIDENCE, containing seven rooms, kitchen, stable, and out-house, with six acres of land, with a large garden, and flower garden, and paddock, convenient cultivation as orchard, town, near the railway line, adjoining Henderson's N. burgate. Apply to Chandler and Co., 401, George-street, or to Mr. Langmore, Newtown.

E XTENSIVE Business PREMISES, in a flourishing Town on the Southern Coast, containing every convenience for business, and having a very large connection, any enterprising firm can make a net income of from £700 to £800 per annum. Those who are desirous of being settled on a competency, and are leaving the colony. This is a rare opportunity. For further particulars apply to CHANDLER and Co.

HILLCOTE, a pretty detached Villa, situate at Daresbury, containing seven rooms, occupied by H. Newton, Esq., a store-room, coach-house and stable; has water from a well, bathing house, garden, &c. W. F. Woolcott, Bell-chamber.

HOUSES TO LET: 4 rooms, wash-house, and every convenience, &c. White's, in St. of Bathurst-st.

HOUSE TO LET, with bath, stable, and paddocks, near the River, in Surrey-lane, opposite Thurlow-st.

MACQUEARIE-STREET. Furnished house, with every convenience. A stable, house against Rodg-st.

MANBY-BRANCH. TO LET, a neat detached house,

MANLY BEACH. To LET COTTAGE—18

MARION HOUSE and Grounds, the residence of the late W. R. Templeton, Esq., situate on the heights of Waverley, replete with every convenience, and commanding most extensive and delightful views of land and ocean. Apply to Mrs. Templeton, on the premises; or to W. P. V. Bennett, Bell's chambers.

NORTH SHORE.—To LET, a COTTAGE, 6 rooms,

QUEENSLAND—HOTEL TO LET.
THE QUEEN'S HOTEL, BRISBANE.
This hotel is large and commodious, and is well conducted by Mr. Lynde. The house is excellently situated for an extensive business of a first-class character, and is being put in excellent repair. It is situated close to the wharves, and is well adapted for the reception of passengers and cargo. It is a very fine building, and is also close to the wharves of Messrs. Bright, Brothers, and Co., George Haef and Co., and is a very convenient place for business.
A good bar business can be done, it being the nearest hotel to the Market Wharf. The new Post Office, now in course of erection, will not be more than 20 or 30 yards distant from the hotel.
This is a good opportunity for a smart business man.
The rent will be low to a suitable tenant. Numerous applications have been sent to the Trustees of Harbours.
Applications to be sent to the Trustees of Harbours.

TO LET, 2, Twickenham-ter., Stanmore Rd., Stanmore.
Apply on premises, or Cooke and Hobbs, 231, Pitt-st.

TO LET, SHOP, 4 rooms, kitchen, bakehouse, yard
rent, £2 10s. W. Redman, Elizabeth-st. nr. King-st.

TO LET, No. 3, St. George's-terrace, Pitt-street
adjoining Christ Church. 6 rooms.

TO LET, the Premises adjoining W. Weir's butchering establishment, Pitt-street. Apply thereon; rent mod.

TO LET, 5-roomed COTTAGE. Apply Albert Hotel, Elizabeth-street, near the Albert Ground. Rent, 9s.

TO LET, a neat 5-roomed HOUSE; good yard, clean and cheap. Apply Shine, Rising & Co., Elizabeth-street.

TO LET, a Family Residence, Lankelly-terrace, Macleay-street. Apply Walford and Smyke, George-street.

TO LET. No. 406, Castle-rough-st. South, COTTAGE, 5 rooms, with kitchen. Inquire next door.

TO LET, new HOUSE of 4 rooms, Bourke-street, opp. Stanley-street. Apply Mr. Hopkins, 230, Bourke-st.

TO LET, a HOUSE, 4 rooms, kitchen; rent, 13s. Newling-terrace, Dowling-street.

TO LET. New COTTAGE 3 rooms and shed in Pitt-

TO LET, CHIPPEN-STREET, CHIPPENDALE, comfortable
3-room COTTAGE. Key at Mr. Scully's, opposite

TO LET, HOUSE, Langley-lane, off South Head
Road; rent low. W. Kidman, South Head Road.

TO LET, No. 4, Yard's-terrace, Gipps-street, 14s p
week. J. Yard, Macquarie-street South.

TO LET, Brightside-place, Liverpool-street, Darling
hurst, a good family HOUSE, in perfect repair.
John Barlow, 788, George-street.

TO LET, 44, William-street, the late residence of John
Russell, Esq.; 9 rooms, the best of stables and
coach-houses. Apply T. B. Jones, Camperdown.

TO LET, HOUSES, in Elizabeth-street North, 6 to 10
rooms; Houses in Tupo-terrace, Woolloomooloo.

TO LET, COTTAGES, reduced rents, situate Hereford street and Giebe Point Road, each containing 6 rooms, kitchen, and servants' room, garden, &c. James Anderson insurance agent, Mort's passage.

TO LET, in Pitt-street, next EMPIRE Office, first-class SHOP, suitable for any business. Apply Gordon.

TO LET, Two comfortable HOUSES in Woodstock terrace, Underwood-street, Paddington. Abundant of water. Rent, 16s per week. Apply on the premises; or W. Taylor, Market Wharf.

TO LET, SHIRLEY VILLA, Bondi, Waverley; rent, £80 per year; containing 7 rooms, bathroom, kitchen, &c.

TO LET, No. 2, Bright-terrace, Devonshire-street, near the railway station, between Waterloo and Elizabeth-street, 7 ROOMS, garden in front; good yard, abnd. water laid on, taxes paid, 17s. Apply grocer, opposite side.

TO LET, 4 HOUSES, Whittell's-a-building, Washington-street, in first-class repair colonial oven in each

TO LET, HOUSE, 103, Bourke-street, Woolloomooloo, containing 7 rooms, kitchen, &c.; also, House at Woolloomooloo near St. Matthias's Church, 8 rooms, kitchen, &c. Apply C. Kidman, South Head Road.

TO LET, detached COTTAGE, Station-street, New town, four rooms, kitchen, pantry, servant's room, bath-room, outhouse, &c. Rent, 21 p/w week. Key near door. A good supply of water from well and tank.

TO LET, Lavender Bay, North Shore, a delightful situate COTTAGE, containing hall, 4 rooms, with large attic over, and kitchen at rear. Key at Dine Hotel. Apply to Raynes, Troove, and Co., Mori's Room Pitt-street.

TO LET on the Botany Road, a first-class 4-room brick COTTAGE, with a detached kitchen and good well of water; with stables and paddock, if required. Buses passing every hour from 8 in the morning. Apply W. Steward, chemist, 665, George-street, opposite St. Haymarket.

TO LET, for any term required, those large and central PREMISES, No. 349, George-street; also

YORK-STREET.—To LET, the spacious Store of MOORE, No. 67, York-street, lately in the occupation of Messrs. Sharwood and Co., containing three extensive floors, with water laid on, and every convenience. Immediate possession can be given. Apply to Mr. Josiah Mullens, 131, Pitt-street.

PARNAMATTA.—To LET, that old-established TANNERY, in complete working order, situated in Fennel-street, Parramatta. Apply Mr. J. Galloway, 91, Parramatta-street, Sydney; or to Mr. J. Forsythe, Macquarie-street, Sydney.

TO LET, 30 ACRES of enclosed LAND, with Cottages next to Camden College, Newtown. Apply to Mr F. Josephson, 110, Elizabeth-street.

TO LET, for remainder of lease, Pearl Bay PICTURE GROUNDS, Middle Harbour. Apply Baltic Wharf Hotel, Pyrmont Bridge. Sarah Edwards.

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streets, Wednesday, April 19, 1871.

